

# The Hong Kong Telegraph.

No. 139.]

HONGKONG, WEDNESDAY, NOVEMBER 23RD, 1881.

[PRICE—\$16 PER ANNUM.]

## Intimations.

### NOTICE.

**HONGKONG RESIDENTS** who may have been overlooked, or whose Circulars may have been mis-carried, are requested to send the particulars they desire to have inserted in the **NEW DIRECTORY** to the Publisher, 15, WELLINGTON STREET, as early as possible.

Telegraph Office, Nov. 16, 1881.

### RECEPTION COMMITTEE.

IT is requested that Communications required to be made to the **RECEPTION COMMITTEE** will be addressed to the Undersigned at the **HONGKONG HOTEL**.

H. E. WODEHOUSE,  
Hon. Sec. and Treasurer.  
Hongkong, November 19th, 1881.

## TUITION IN THE FRENCH LANGUAGE,

by Monsieur LOUIS PIRON, aîné;  
SINGING (CULTURE OF THE VOICE)  
by Monsieur EUGENE PIRON, jeune.  
44, Queen's Road.  
Hongkong, August 30th 1881.

### PARTNERSHIP.

**WANTED, a PARTNER**, for a **STORE and GENERAL COMMISSION BUSINESS**; capital required \$4,000. For Particulars, address M. M., care of *Hongkong Telegraph Office*.  
Hongkong, 14th Nov., 1881.

## RECORD of AMERICAN and FOREIGN SHIPPING.

Agents,  
ARNHOLD, KARBERG & Co.  
Hongkong, 15th June, 1881.

### NOTICE.

**GOODS** received on **STORAGE**, at the **Blue Building Godowns**, Marine Lot 65, Prayer East, and advances made on the receipt.  
For the **MEERKE Godown Co.**,  
J. M. GUEDES, JUN.  
Hongkong, 3rd October, 1881.

## J. AND R. TENNENT'S SALE and PORTER.

**DAVID CORSEAR & SONS'**  
Merchant Navy  
Navy Boiled  
Long Flax  
Crown  
CANVAS.

ARNHOLD KARBERG & Co.,  
Hongkong, 15th June, 1881.

### PHOTOGRAPHY.

**BARON STILLFRIED**, Photographer to the Austrian Court, will remain here for six weeks or two months. He has now OPENED a **STUDIO** next door to the new Chartered Bank Building, and invites an inspection of his collection of PHOTOGRAPHS, PHOTO-CRAYONS, and WATER COLOURS.

Hours from 10 to 1, and from 2 to 4.  
PORTRAITS, GROUPS, or OUTDOOR WORK, taken, up to the Largest Size.  
Hongkong, 27th October, 1881.

### FOR SALE.

**A DOUBLE-BARREL FOWLING-PIECE** (muzzle-loading), Patent Snap Action, Twist Barrels, side-action Locks; in leather case, with Shot Pouch and Powder Flask. Price, \$10. Apply at the Office of this Paper.  
Hongkong, 25th October, 1881.

### OFFICES WANTED.

**OFFICES WANTED**, for a term of years, on the **QUEEN'S ROAD** or near it; must have good daylight. Address, stating situation, rent, and when vacant, **B. E. J.**, office of this Paper.  
Hongkong, 4th November, 1881.

## Intimations.

### NOTICE OF REMOVAL.

**A. MILLAR & Co.**, PLUMBERS, GASFITTERS, &c., &c., have REMOVED their Office and Ware-room to No. 6, BEACONSFIELD ARCADE, where Orders for Fittings and Repairs will be punctually attended to.  
Hongkong, 11th November, 1881.

**LE CERCLE-TRANSPORTS.**  
SOCIÉTÉ ANONYME D'ASSURANCE MARITIME MARSEILLE.

CAPITAL SUBSCRIBED.....15,000,000 Francs.  
CAPITAL PAID-UP..... 3,750,000 Francs.

The Undersigned, having been appointed AGENTS of the above Company, are prepared to GRANT POLICIES on MARINE RISKS to all parts of the World.

ARNHOLD, KARBERG & Co.  
Hongkong, 15th June, 1881.

THE Undersigned have been appointed AGENTS to the **NEW YORK BOARD of UNDERWRITERS.**

ARNHOLD, KARBERG & Co.  
Hongkong, 15th June, 1881.

**C. L. THEVENIN**, COMMISSION AGENT, WINE and SPIRITS MERCHANT. CHAMPAGNE, BURGUNDIES, COGNACS, SHERRIES, LIQUEURS, WHISKY &c., &c.  
**HONGKONG HOTEL BUILDING.**  
**HONGKONG TIMBER YARD, WANCHAI.**

**OREGON PINE SPARS AND LUMBER** always on hand.

L. MALLORY,  
Proprietor.  
Hongkong, 24th June, 1881.

**D. K. GRIFFITH & Co.** MANUFACTURERS OF THE **LONDON AERATED WATERS**, AND GENERAL AGENTS.  
7, Beaconsfield Arcade.

**STAG HOTEL.**  
QUEEN'S-ROAD CENTRAL.  
Good accommodation for Visitors, English & American Billiards.  
Dinner at One o'clock.  
Dinner at 7.30.

This Hotel is most centrally situated and within easy distance of the principal landing places.

J. COOK,  
Proprietor.

**William Schmidt & Co.** GUNMAKERS, &c.  
BEACONSFIELD ARCADE.

Arms, Ammunitions, and Requisites of every description.

Arms Repaired, Cleaned, or Converted at moderate charges.

Sporting Guns and Ammunition always on hand.

**T. ALGAR and COMPANY,** HOUSE and ESTATE AGENTS.  
RENTS COLLECTED.

**BROWN, JONES & Co.** UNDERTAKERS. MOURNING STATIONERY, &c.  
MONUMENTS ERECTED.  
9, HOLLYWOOD ROAD.  
FOR SALE.

**A SIX-OARED GIG**, good as New, OARS, ROWLOCKS, and everything complete. The boat is suitable for a House Boat or Captain's Gig.  
Apply at the office of this Paper.  
Hongkong, 18th October, 1881.

## Intimations.

V. R.

THE Undersigned has received instructions to invite **TENDERS** for the **PURCHASE** of that VALUABLE **RIVERSIDE PROPERTY** known as the **BRITISH NAVAL YARD, SHANGHAI**.

Comprising about 44 Mow of LAND, with a RIVER FRONTAGE of 1,200 feet, together with the WHARVES, GODOWNS, and DWELLING-HOUSES thereupon.

Offers, in sealed covers, to be addressed to the "PAYMASTER-IN-CHARGE, SHANGHAI," from whom full Particulars may be obtained, as well as information as to the Conditions of Sale.

The right to reject the highest or any Tender is reserved.

E. B. JOREY,  
Naval Storekeeper.  
H.M. Naval Yard,  
Hongkong, 19th Nov., 1881.

**JUST LANDED FROM PARIS,** Ex French Mail Steamer "Saghalien."

**ELEGANT BALL DRESSES** (with SKIRTS ready made), CLOAKS, WHITE KID GLOVES.

RICHLY TRIMMED COSTUMES, CONFECTIONES, and GOWNS.

PLAIN COSTUMES, BLACK SATIN SKIRTS and SILK PEIGNOIRS, FICHUS, CRAVATS, and FRILLINGS.

LADIES' ULSTERS and BONNETS. LADIES' and CHILDREN'S HATS.

GENTLEMEN'S BLACK and COLOURED FELT HATS.

FINEST BLACK BROAD CLOTH and CASHMERE.

BLUE BEAVER, Pieces of TWEED, &c., &c., &c.

A Fine Selection of Artificial FRENCH FLOWERS.

EÇA DA SILVA & Co.  
Hongkong, November 11, 1881.

**G. FALCONER & Co.,**

WATCH and CHRONOMETER MANUFACTURERS

AND JEWELLERS.

NAUTICAL INSTRUMENTS, CHARTS and BOOKS.  
No. 46, QUEEN'S-ROAD CENTRAL.

**Chs. J. GAUPP & Co.**

CHRONOMETER, WATCH, AND CLOCK-MAKERS,

Jewellers, Silver-smiths, and Opticians.

Charts and Books.

Nautical Instruments.

Sole Agents

for *Louis Audemars' Watches*; awarded the highest Prizes at every Exhibition;

and for *Voigtlander and Sohn's Celebrated OPERA GLASSES*,

MARINE GLASSES, and SPYGLASSES  
No. 38, Queen's-road Central.

**Afong, Photographer,**

HAS A LARGER COLLECTION of VIEWS than any other in CHINA.

Miniatures Painted on Ivory from \$7.

Oil Paintings on Canvas from \$5.

Cartes de Visite, Cabinet, and all other Styles of Portraits at equally moderate prices executed under the supervision and management of

**D. K. GRIFFITHS,**  
Studio 8, Queen's-road.

## For Sale.

**ED. CHASTEL & CO.,**

WINE MERCHANTS,

*Marine House, 15, Queen's-road.*

HAVE for sale ex recent arrivals, Light Breakfast CLARETS in quarts and pints. After Dinner CLARETS in quarts and pints.

CHATEAU LAFITE, MARGAUX, LAROSE, LEOVILLE CLOS DE MAURIN, &c. &c.

De St. Marceaux & Co's CHAMPAGNE in quarts, pints and half-pints.

CLARET in WOOD.  
CHATEAUX, OURAÇOA, MARASCHINO.

Price list on application.

**KELLY & WALSH**

HAVE JUST LANDED, in very FINE CONDITION, AMERICAN CIGARETTES.

CAPORALS, SWEET CAPORALS, HALF CAPORALS. } In boxes of 500 for \$4.00.

TURKISH CIGARETTES, ODESSA CIGARETTES, MALTESE CIGARETTES.

CIGARETTE PAPER.

JOB, PAPIER PERSAN.

Also on hand HAVANA CIGARS of the very BEST BRANDS

MANILA CIGARS and CHEROOTS. PRINCESSAS, in boxes of 500. LONDRES, in boxes of 100. CAVITES, in boxes of 500. VEGUEROS, in boxes of 100.

PENANG CIGARS.

GENERAL PELS, in boxes of 100.

TOBACCOS.

HAPPY THOUGHT. STAR MIXTURE. GOLDEN EAGLE. DOLLAR BRAND.

TURKISH CIGARETTE TOBACCO.

SAMSON, in 1lb. and Half-pound Tins. SMYRNA, in 1lb. and Half-pound Tins.

KELLY & WALSH, QUEEN'S ROAD.

Hongkong, 29th October, 1881.

By SPECIAL APPOINTMENT TO  
H.E. THE GOVERNOR OF HONGKONG,

AND TO

H.I.H. THE GRAND DUKE ALEXIS OF RUSSIA.

**T. N. DRISCOLL,**

TAILOR, HOSIER, HATTER, AND GENERAL OUTFITTER.

No. 6, QUEEN'S ROAD CENTRAL,

Next door to the Chartered Bank of India, Australia, and China, is now showing a large and well selected Stock of Black and Blue BROADS and DOESKINS.

VENETIANS, OASSIMERES.

MELTONS, French, and West of England COATINGS.

SUITINGS, VESTINGS, and TROWSERINGS.

Black, Blue, and Brown BEAVERS.

ELYSIANS, French WITNEYS.

NAPS and PILOTS for OVERCOATINGS.

Irish FRIEZES for ULSTERS, in all the leading Colours.

The Outfitting Department is well assorted in everything requisite for the coming Season.

All Orders executed promptly, a PERFECT FIT guaranteed.

**SAYLE & CO'S SHOWROOMS.**

SAYLE & Co. HAVE RECEIVED, EX "GLEN AVON,"

New French Merino in all Colours. An assortment of Coloured and Black Bone Buttons.

Ladies' and Children's Winter Boots and Shoes.

Latest Novelties in French and English Mechanical Toys.

All-Wool Plain and Fancy Flannels, Black and Coloured Silk, and Spun Silk Hosi.

Lamb's Wool, Cashmere, and Merino Hosi.

Ladies' and Children's Lamb's Wool and Merino Vests.

An entirely new stock of Muslin and Lisse Frillings.

Ladies' and Children's Jackets and Ulsters.

Shetland Scarves, Shawls, and Handkerchiefs.

Christmas Toys, Lawn Tennis, Badminton and Croquet Sets.

Ball, Wedding, and Reception Dresses in Latest Styles.

MILLINERY IN ALL ITS BRANCHES.

VICTORIA EXCHANGE, HONGKONG.

Hongkong, 16th November, 1881.



**A. S. WATSON & Co.**  
WHOLESALE AND RETAIL  
DRUGGISTS,  
GENERAL CHEMISTS,

AND  
Manufacturers of the following  
AERATED WATERS, viz:  
SODA, TONIC, SASSAPARILLA,  
AND POTASH, LEMONADE,  
GINGERADE, RASPBERRYADE,  
AND PHOSPHORIC CHAMPAGNE.

Deliveries in Town and Harbour from  
7 A.M. to 7 P.M.

SHIPS' MEDICINE CHESTS REFITTED,  
PASSENGER SHIPS SUPPLIED.

Prompt Attention given to Coast  
Orders.

**HONGKONG DISPENSARY.**

HONGKONG.  
SHANGHAI PHARMACY,  
SHANGHAI.

CANTON DISPENSARY,  
CANTON.

THE DISPENSARY,  
FOOCHOW.

BIRTH.  
At his residence, the wife of Mr. Ph. M.  
Kerr-Franco of a son.

THE  
**Hongkong Telegraph.**

HONGKONG, 23RD NOVEMBER, 1881.

We have received half-a-dozen communications from various gentlemen in the colony dealing with the questions mooted by a correspondent in our yesterday's issue referring to the forthcoming St. Andrew's Ball. As these communications are all, more or less, unfit for publication as correspondence, owing to their intemperance and offer sively personal tendencies, we think it advisable to have our say on a matter which has apparently sorely perplexed a large number of "John Tamson's bairns," and which if allowed to exist in its present unsatisfactory footing might lead to future heart-burnings.

The subject of complaint may be comprehensively stated in a few words. It has been customary at the annual St. Andrew's Ball to introduce into the evening's programme as a novel feature the favourite national dance, "Tullochgorum" or the "Reel of Tulloch," and as the intricacies of this particular specimen of Scotch Terpsichorean art are not readily acquired, it has been a general usage for a number of Scotchmen to meet together on a few occasions prior to St. Andrew's Day to practice the figures and steps of the reel. Until within the past two years ladies took no part in "Hualachan," but lately the advantage of their aid has rendered the performance doubly attractive. A short time ago reel practices were regularly commenced, and for reasons best known to the promoters, confined to a select few. It appears that on Saturday last a party of ladies and gentlemen, returning from lawn tennis, invaded that portion of the City Hall held sacred for the students of the Highland Reel, and took up their positions, determined to witness the practice. We are informed they were not invited by the Committee, that in fact they had no authority whatever to be there. Personally we should have felt inclined, had we been present as one of the dancers, to have looked upon this invasion of the sacred precincts, as a mere friendly visit, but for reasons which are said to be well understood, a number of Scotchmen interested in the gathering, regarded the intrusion as gross impertinence, imputing the blame and responsibility not to the ladies, who could not have taken the liberty of entering the place without being invited, but to one or two male members of the recently established Mutual Admiration Society, who, they allege, ought to have known better. However, this affair caused considerable annoyance and dissatisfaction, and will probably lead to a great deal more unless

the Ball Committee choose to take some decided action in the matter.

It seems to us that the malcontents have no objections whatever to ladies being present at the reel practices, so long as it is well understood that all ladies will be made equally welcome. Partiality and cliques, it is said, are the features sought to be introduced, which Scotchmen so decidedly object to. And to this extent we can honestly give them our hearty support. It is, of course, impossible for any committee, to give satisfaction to everybody, but so long as the members do their best in accordance with the general opinion, showing partiality to no particular section of the community, the result of their labors will generally be successful and receive genuine appreciation. We have no doubt that the present Committee of the St. Andrew's Ball—which is a thoroughly representative one—will do their utmost to efface any little unpleasantness which may have been caused through the episode above alluded to.

We are glad to hear that the arrangements for the forthcoming St. Andrew's Ball are progressing most favorably. The financial part of the business has been got over without difficulty, so that, on this most essential point, no fears of failure need be entertained. The suggestions we have made for years past, that the programme of the dances should, without in any way losing its cosmopolitan character, include rather more of the national element than has been the custom, have at last commended themselves to the notice of the Committee. We learn that the "Caledonians" will be made a special feature, and a guide to the figures of this beautiful dance has been circulated for general information. To render the forthcoming Scotch Ball ever given in Hongkong, the Committee have only to depute two or three of their number to act as M.C.s with the entire management of the ball-room.

We are informed by the Superintendent of the Fire Brigade that a Parade and Inspection of the Volunteer and Government Fire Brigades will take place at the Central Fire Brigade Station at 3.30 p.m. on the 24th instant.

Last night's *China Mail* says:—"Rumours having been pretty generally in circulation, to the effect that the case of Hayllar versus Eitel has been settled or withdrawn, we have been requested to state that they are without foundation." We stated on the 21st instant that we had learned on what might be considered good authority that the threatened proceedings had been "quashed." Doubtless our evening contemporary is well informed, but *nous verrons*. Mr. T. O. Hayllar, Q.C., in the witness box would be a sight for the gods. The prospect seems almost too good to be true.

Our Canton correspondent writes:—"There is a passage in the *China Mail's* latest effusion about the *Fu-yew* 'escape' which is really too good to be lost. 'A Marine Court of Enquiry has been held at the British Consulate which terminated yesterday. We have not yet been furnished with a detailed report of the proceedings, which we are informed, were rather lengthy, but we learn that the Chinese pilot has been reprimanded for his share in the matter.' I wonder if the *China Mail* is going to delay its next issue until the arrival of the detailed report. 'The proceedings, we are informed, were rather lengthy.' Excessively; in fact they are not finished yet because an end naturally presupposed a beginning. It is only necessary to know that the *Fu-yew* is a Chinese vessel and that the British Consulate has no control over the Chinese river pilots, to see the absurdity of manufacturing a Marine Court and foisting it off on the innocent officials of the British Consulate, who, I find on enquiry, knew nothing of the matter; or perhaps the proceedings were so lengthy that there was not room for them at the same time, so they retired until the thing was finished. Whether or not the Customs took any cognisance of the matter, I have not thought it worth while to enquire.

The German brig *Minerva* was docked at Kowloon last night. H.M.S. *Wivern* will go into the Cosmopolitan Dock to-morrow.

A new lighter for the P. & O. Co. was successfully launched at the Cosmopolitan Dock late last night. She was launched broadside on into the outer dock at high water; not a single hitch occurring to mar the proceedings.

What can the Chinese gentlemen at large mean by their persistent midnight attempts to effect an entrance into our stable at Robinson Road? Last week they failed in a most laborious endeavour to make their way through the wall of the house, and on Monday night they were surprised in an attempt to get in at one of the windows. Pony stealing could hardly prove a paying game in Hongkong, and there is nothing else worth taking.

The *United Service Gazette* asks:—Is it quite politic to allow foreign officers to inspect our naval and other arsenals? Politic it may be, but under certain restrictions. It is said that these inspections by foreigners are limited, but that an exception has been made in the case of Russian officers. Be this as it may, there can be little doubt that, if the opinion of the country could be taken, Admiral Scheetakoff, of the Russian Navy, would not have been permitted "the run" of Chatham Dockyard, which has been given him, and of which he, of course, will take every advantage.

We are glad to hear that the Earl of Kimberley has decided that Mr. Jas. B. Coughtrie was fairly entitled to compensation for damage sustained by the bursting of a government drain in his house at Belmont some two or three years ago, and has awarded that gentleman \$1,500, the full amount claimed. It will be remembered that the drain burst during a tremendous rainfall two summers ago, completely flooding the lower portion of Belmont, and doing a great deal of damage. Mr. Coughtrie made an appeal for compensation to the local government, and although H.E. the Governor was inclined to recognise the liability of the Surveyor-General's Department, Mr. J. M. Price, the Surveyor-General, energetically repudiated responsibility, and was supported in his views by Mr. Phillipps, the Attorney-General. The case was eventually reported to the Secretary of the State for the Colonies, who decided in Mr. Coughtrie's favor and held that the Surveyor-General's Department was responsible for the damage caused. Mr. Coughtrie, who has been put to a good deal of unnecessary trouble, has published a brochure on the subject, to which we intend referring by and bye.

**TRAINING NOTES.**

The race-course was extensively patronised this morning, the largest number we have yet seen this season turning out, in spite of the depressing weather. Training operations were of course confined to trotting and slow cantering exercise. The majority of the subscription griffins were on the ground, and so far as looks are concerned they must be pronounced a fairly good-looking all round mob. Their looks are unfortunately the best qualifications they possess, as we are doubtful, judging from first impressions, if there is a first-class race pony in the lot we have already seen at work. One of Mr. Kahn's pair is a promising pony, although rather on the small side, and he gave great satisfaction in his preliminary canter this morning. Mr. J. T. Chater's grey, also a good looking member, moved very stiffly, but a handsome black in the same string has a promising appearance. The big grey griffin in Mr. Gordon's team again gave a good deal of trouble, and lurching about all over the course, and it occupied another grey in the same lot about a quarter of an hour to waddle once round. Mr. Grammont's lot were out early, the premier Hongkong jockey making his first appearance in the saddle this season. To all appearance he will have to work hard to get down to the regulation weight. We learn that the "cracks" Strathayon and Strathpeffer are expected from Amoy by the steamship *Namoa* due about the end of the present week. Complaints were very general this morning about the quality of "Taylor's" coffee. Will no enterprising expert give the old man a wrinkle?

**THE RECEPTION OF PRINCES AT HONGKONG.**

We are requested by the Honorary Secretary to the Reception Committee to state that His Excellency the Governor has expressed his cordial concurrence with the part proposed to be taken by the Civil Community in according a welcome to the Princes upon the occasion of their visit to this Colony, and that it has therefore now become possible to sketch out the programme with which His Excellency, as the host of the Princes, has kindly consented to conform.

The Princes upon their arrival will become, at any rate so far as the community is practically concerned, the guests of the Governor at Government House, and upon a day that will be named His Excellency will hold a levée at Government House at which the addresses to the Princes will be presented. On the evening of this day the illuminations will take the place, and His Excellency will take the Princes through the town to inspect the various objects of interest.

With regard to the illuminations, it may be stated generally that it is desired to make the scene effective from a harbour point of view, and that in giving expression therefore by means of lights and devices to the sentiment which will unite the community upon that occasion, it is hoped that this central idea will be borne in mind. The town is so built that from the Harbour nearly every house in it can be seen, and it is therefore particularly requested that every house will at any rate be illuminated to the extent of having some swinging lamps raised from the roof by means of bamboos, to the height, say, of some twenty feet. In many cases no doubt these would develop into festoons and other devices, according as the zeal of the moment prompted, but it is thought that an exhibition of lamps such as that suggested, would if carried out universally, be highly effective. It is suggested also that in many cases where the lie of the houses admits of it, some of the roofs might be grouped together and a more comprehensive effect produced than would be possible within the confines of the areas of single buildings.

The object of the illumination being at once to give expression to the loyal sentiments pervading the community and to give pleasure to His Excellency's distinguished visitors, it may perhaps be well to announce beforehand that the route through which the Princes will be invited to pass on the evening of the illuminations will be along a line drawn from Government House down Gloucester Avenue into Wyndham Street; thence along the upper part of Wyndham Street into Hollywood Road, passing by the Police Barracks on the left, and so on until the westernmost point of Lyndhurst Terrace is reached.

The Princes will then proceed through Lyndhurst Terrace into Wellington Street, crossing Pottinger Street, and down through Wellington Street and across d'Aguilar Street, until Wyndham Street is reached at Atick's shop. The Princes will here turn sharp to the left and going down Wyndham Street, and past the German Club, will turn round the Hongkong Club, and go through the whole length of Queen's Road and Bonham Strand, passing via Bonham Stand on to the Praya, along the whole length of which they will return until Peddar's Wharf is reached.

At Peddar's Wharf it is proposed, but with what amount of probability of success it is at present too soon to say, to witness a procession of illuminated European and Chinese boats.

At Peddar's Wharf steam launches will be in readiness to convey the Governor and his distinguished guests by a circuitous route, from which the most effective points of view can be obtained, to Murray Wharf, and thence to Government House, past the Murray Barracks. An attempt will also be made to in some manner illuminate the face of the hill, and it is hoped that ship-owners and agents will also do their part in causing the ships in the Harbour at the time to be effectively illuminated. The illuminations will take place between nine and twelve o'clock at night.

It only remains to be added that it is also proposed to hold a Subscription Ball in honour of the Princes, to which the Governor and their Royal Highness will be invited to attend, and that

the Subscription Lists for this Ball will be found at the Hongkong Club, at Club Germania, Messrs. Lane, Crawford & Co., and the Hongkong Dispensary, and at any other places where they may be found to be required. The subscription to the Ball will be ten dollars.

The Chinese fireworks will occupy three nights, and will be held, His Excellency the Major-General Commanding permitting, upon the Parade Ground. Should the boat procession fall through it is probable that the first night of the fireworks will be on the illumination night. Nothing definite is fixed about the Public Gardens, and so far as the Community is concerned, it is probable that these will not be specially illuminated. His Excellency the Governor may, however, have intentions of his own regarding them.

**THE PROPOSED OBSERVATORY IN HONGKONG.**

The success which has attended the establishment of a department in Manila for meteorological purposes is to be followed by a scheme for providing Hongkong with an observatory. It is an astonishing fact that our colony has remained so long without an institution of this kind, and it has certainly been behindhand notwithstanding the support which His Excellency Sir John Pope Hennessy is said to have accorded to the scheme. The *Gazette* contains a long report with reference to the proposed observatory, which clearly shows the great use of such an institution. The monsoons in the China seas are, it is stated, quite distinct from all others, and follow rules of their own. What these rules are is not known with any degree of certainty, and there is little reliable information with regard to them. As the shipping trade in those seas is so vast and important, anything likely to prove a source of protection ought to be very strongly supported not only by approval but by actual aid. So far as Hongkong is concerned, it is blessed with large funds, some of which might well be devoted to the purpose of establishing an observatory. The cost in the first instance is estimated at \$33,600, and the up-keep at \$10,000 per annum, but neither of these amounts are of such huge dimensions as to prevent the work from being carried out. Besides, when once fairly started there is no reason why some return might not be obtained from supplying the commanders of vessels with calculations or observations made by the staff. Apart, however, from any question of reimbursement, the colony is quite able to support an observatory. The site has been decided on, and everything goes to show that when in working order and connected with Yokohama, Vladivostok, Shanghai, and Manila, most complete and accurate observations might be taken to the great benefit of scientific research and advantages to trading vessels. We can only hope no time will be lost in setting about the work, and that no obstacles will be placed in the way of it. If the scheme is to be carried out at all it ought to be accomplished with as little delay as possible.

**AMOY.**

(FROM OUR OWN CORRESPONDENT.)

Ever since the decision in the case of the *Pakhoi* enquiry, the Customs office (which has charge of the Amoy Semaphore) has hoisted flags indicating that "all the buoys are out of place." It is rumoured that the owners of the *Pakhoi* intend claiming for the loss sustained by them from the Imperial Chinese Government.

A circular has been sent round to the public, intimating that Mr. Randall H. Pye has handed over charge of the French Vice-Consulate to Mr. De Westley Layton, and that the latter had assumed charge of the same until further notice.

Another circular has been issued notifying that Mr. Randall H. Pye has assumed charge of H. R. Danish Majesty's Consulate and that during his absence, Mr. L. P. Michelsen (of the firm of H. A. Petersen & Co.) will have charge of same.

The 13th inst. was the 21st anniversary of the taking of Peking by the Allies in 1860.—*London and China Express.*



## THE ENGLISH MAIL.

The P. & O. steamship *Verona*, Captain Ashdown, arrived this morning from Singapore, bringing the English mail of the 21st ult. We take the subjoined items from the *London and China Express* of the 21st October:—

His Excellency the Marquis Tseng, and Dr. Macartney, O.M.G.; are remaining in Paris for the present, the Tong King question calling for attention on the part of his Excellency. At the same time there is nothing important for the Minister in London. In consequence of his absence the Marquis has had to decline the invitation of the new Lord Mayor to the banquet on the 9th proximo, at which he will be represented by Mr. Fung Yee, one of the secretaries here. Chen-ywan-ze, the first Secretary, is also in Paris with his Excellency.

The Peninsular and Oriental Company's new steamer *Carthage* arrived at Gravesend on the 18th instant, after a very successful run from the Clyde. The *Carthage* is the sister ship to the *Rime*, which left for Australia a fortnight ago, and a description of which appeared in our issue of the 7th inst. She is of 5,000 tons register and 5,000 horse-power indicated. The *Carthage* will be despatched from Gravesend as an extra ship for Australia direct, on the 27th instant.

His Excellency General Eda Yuzuru, recently Minister of Japan to the Court of Vienna, has presented his letters of recall on his appointment as Minister in France. He is expected to arrive in Paris on the 22nd instant, and in the course of a few days will present his credentials. No successor has yet been appointed to General Eda at Vienna, where Mr. Hongma Kiyo, the first Secretary, is acting as Chargé d'Affaires.

With respect to the Tong King question, which seems to be pushing itself forward again, the French Government have not yet given out any expression of opinion as to what course they intend to adopt. One thing in connection with the subject in regard to the attitude of China is, that that Power gave its acceptance to the Treaty of 1874, which, however, does not cover what now seems to be the intention of France, viz., Protection.

This afternoon a meeting is to be held at the Mansion House under the presidency of the Lord Mayor, which is in support of the agitation against the Opium Traffic between India and China. Amongst those who are announced to be present will be the Archbishop of Canterbury, Cardinal Manning, several members of Parliament, and a large number of others interested in the movement.

Prince Prisdang will leave this country on the 24th inst. on his mission to Austria and Germany, for the purpose of presenting the presents of H.M. the King of Siam to the recently-wedded Royal couples in those countries. He will return in about three weeks' time to this country, previous to his departure for Siam.

The steamer *Oxfordshire*, which is to sail in a few days, will take out about 553 tons of material for the Government railways in Japan. The consignment is largely composed of rails for the recently approved extensions.

We hear that a private telegram has been received stating that his Excellency Okuma, the Minister for Finance in Japan, has resigned his post. The announcement seems to be made rather suddenly.

Deputy Surgeon-General George Ranken Playfair, who retired from the Bengal Medical Department in 1872, died at Clapham. Prior to entering the Indian army he had served in the East India Company's navy, and as surgeon in the war steamers *Malgagar* and *Phlegelton* served throughout the first China war in 1840-42 including all the engagements in the Canton River, both the attacks on Chusan, the taking of Amoy, assault at the heights of Chinghai, storming of Sigoun and Capoo, assault and capture of Chinkiang, and taking of Nankin (medal). He was appointed an assistant surgeon in 1844, and was subsequently for many years on civil employ at Agra, where he was stationed at the outbreak of the Indian Mutiny, in many of the stirring scenes in which he participated. He became surgeon-major in 1864.

Captain Alfred T. Dale, who will command the *Diamond* when commissioned, served at the capture of the Peiho Forts, 1878, on the staff of the Commander-in-chief, and for his services received the China medal and Taku clasp. He is also the recipient of the Beaufort testimonial. The *Diamond*, 14, screw corvette, is to be commissioned on the 24th inst. for service on the Australia station, where she will relieve the *Emerald*.

The appointments are gazetted of Commander Richard Evans (late of the *Dorset*) to the *Lily* on the China station; also of Staff-Surgeon Bernard Renshaw to the *Maggie* on the China station, vice Sexton, deceased.

It is officially announced that during the ensuing year the Siberian coast flotilla will be composed of the clipper *Abrek*, the gunboats *Gornosti* and *Sobol*, the schooners *Vostok*, *Ernak*, *Toongooz*, and *Farvater*, the steamers *Amoor*, *Polza*, and *Suifan*, and two torpedo-boats. Besides equipping these, Vladivostok will fit out the gunboats *Morj* for service at Tientsin, and the *Nerpa*, for service at Hankow. The entire personnel of the Siberian flotilla will be 105 officers and about 1,000 seamen.

We are very pleased to notice that the Japanese Government has shown its appreciation of saving life in such a marked way as they have just exhibited to Captain Flett, of the *Eidenhope*, who was instrumental in saving the lives of five Japanese subjects from a sinking junk whilst on a voyage from Yokohama to San Francisco. The Government referred to have presented Captain Flett with a valuable pair of bronze vases, standing more than two feet high, and, apart from the interest they will possess, are of large value. The following is Captain Flett's report:—"While on a passage from Yokohama to San Francisco, on Jan. 1, 1881, in lat. 34° 16' N., long. 146° 28' E., weather fresh, with an increasing gale from west, with heavy rain and high cross seas, I sighted a dismasted Japanese junk, with signals of distress flying. With difficulty I got a boat lowered and manned, which went to the assistance of the junk, but the sea being so heavy the boat was in great danger going alongside to get the crew off, but finally succeeded, and brought them on board, and on to San Francisco. The men and everything belonging to them being saturated with water I gave them suits of dry clothes, and in every way in my power made them as comfortable as I could." The *Eidenhope* is owned by the Middle Dock Company of South Shields.

The *Ardingorne* an iron screw-steamer of 1,600 tons gross, and 2,150 tons deadweight capacity, built for Messrs. McLaren, Crum and Company, Glasgow, has been launched from the shipbuilding yard of Messrs. Ramage and Ferguson, Leith. The dimensions of this vessel, which has been specially designed for the Mediterranean and East Indian trade, are 260 by 35 by 17 feet, with engines of 200-horse power nominal, which are being supplied by Messrs. Walker, Henderson and Co., of Glasgow.

The *Great Eastern* steamship was offered for sale on the 19th instant at the Captain's Rooms, Lloyd's. The bidding commenced at £20,000, and the highest offer being only £30,000, she was not sold.

Says the *Sportsman*:—A sad piece of news was telegraphed to England the other day. It comes from Calcutta, and is the story of a Sepoy, who was taken prisoner in the disastrous battle of Maiwand, when, it will be remembered, several high British officers distinguished themselves by galloping off from the field off battle in search of reinforcements. The Sepoy has since been released, and alleges that when he was captured four British soldiers of the 66th Regiment and two Sepoys of the Bombay Grenadiers were also taken prisoners. They were afterwards all sent to Horat and sold into slavery. The Sepoy who tells the tale was also sold, and lost sight of his fellow captives, but the death of his master's son enabled him to escape. We are not a very sentimental nation, but the thought that four British soldiers are at the present moment undergoing the horrors and barbarous cruelties of Afghan slavery, will not add to the cheerfulness of the matutinal rasher to-day.

## JAPANESE IRONCLADS.

The *Army and Navy Gazette* prints the following letter from Sir E. J. Reed, relative to observations made by the *Hio-go* *Nous*, *Echo du Japon*, and *Japan Mail* as to the defects reported to be discovered in docking the Japanese ironclad *Hi-yoi*. Sir E. Reed says:—"The *Hi-yoi* is a composite vessel, and is built throughout in accordance with the latest Admiralty practice. Having been built at Pembroke Dock, large numbers of workmen were employed upon her who had belonged to the Royal dockyard, and had obtained all their experience of composite shipbuilding in it. She was closely inspected during her building by surveyors trained in the Royal dockyards, who had no interest in passing work that was not entirely satisfactory, and I took the necessary steps for having duties faithfully performed. As to the statement about 'bogus' bolts being found in the ship, I think you will see probable absence of grounds for it, when you bear in mind that the bottom consists only of two layers of thin planking, which is fastened by small bolts not more than six inches long. In the old days of wood ships, when the whole of the bottom required to be fastened by large copper bolts of great length, there was a temptation to the workmen to put a short piece of bolt at each end of the hole (which I understand to be a bogus bolt), and to steal the middle portion. In a composite ship, however, which contains only very short bolts, it is difficult to see any sufficient inducement for a fraud of this kind, even if the men had been left to themselves. There are, of course, unclenched bolts driven in the false keel and bilge keels, and at the ends of the ship—in places wheret it was not found possible to get through bolts—some unclenched bolts were driven. I can just imagine that some person with little or no knowledge of shipbuilding may have seen such bolts taken out, as she has been under repair after heavily grounding more than once, and these may have been converted in his imagination into bogus bolts. I will only add that the statements in your issue of the 1st inst. are all that I have heard of the matter, and that I know nothing of it from any official, responsible, or better-informed source. I do know, however, that most false and impudent statements are made respecting me and my ships by more than one person in Japan, who are trying to get orders for ships from the Government, and the present ones bear every indication of having only this origin."

## COMMERCIAL INTELLIGENCE.

THIS DAY, ONE P.M.  
Business has been rather quiet on the Stock Exchange since we last wrote. A fair number of Docks were disposed of yesterday afternoon at 25 per cent. premium, something like a hundred and fifty shares being placed at that figure. The stock is, however, rather weaker this morning, as after buyers declined to deal at 25, a lot of shares were thrown on the market at 24, and at this reduced rate a goodly number of transfers were effected. Sellers, however, remained masters of the situation, the stock being now freely offered at 24 without finding purchasers. We have to record a small business in Banks at 112, and this stock is fairly firm at that quotation. There have been one or two inquiries after China Fires at 275, but so far as we have been able to ascertain no actual business has resulted. Sugars are slightly weaker, offers to sell at 165 meeting with no response.

SHARES.  
Hongkong and Shanghai Banking Corporation—112 per cent. premium, Sales.  
Union Insurance Society of Canton—\$1,625 per share.  
China Traders' Insurance Company—\$1,575 per share.  
North-China Insurance Company—Tls. 1,125 per share.  
Yungtze Insurance Association—Tls. 850 per share.  
Chinese Insurance Company—\$2924 per share, sellers.  
Man On Insurance Company, Limited—\$25 per share premium.  
On Tai Insurance Company, Limited—Tls. 150 per share.  
Hongkong Fire Insurance Company—\$910 per share.  
China Fire Insurance Company—\$275 per share, Buyers.  
Hongkong and Whampoa Dock Company—24 per cent. premium, Sellers.  
Hongkong, Canton, and Macao Steamboat Company—\$24 per share premium.  
China Coast Steam Navigation Company—Tls. 162 per share.  
Hongkong Gas Company—\$85 per share.  
Hongkong Hotel Company—\$100 per share, Sellers.  
China Sugar Refining Company, Limited—\$165 per share, Sellers.  
China Sugar Refining Company (Debentures)—3 per cent. premium.

Hongkong Ice Company—\$128 per share.  
Hongkong and China Bakery Company, Limited—\$50 per share.  
Chinese Imperial Government Loan of 1878—14 per cent. premium, ex interest.  
Chinese Imperial Government Loan of 1881—2 per cent. premium, Buyers.

EXCHANGE.  
On LONDON—Bank Bills, T.T. .... 3/84  
Bank Bills, at 30 days' sight ..... 3/9  
Bank Bills, at 4 months' sight ..... 3/94  
Credits, at 4 months' sight ..... 3/94  
Documentary Bills, 4 months' sight ..... 3/94  
On PARIS—Bank Bills, on demand ..... 4.69  
Credits, at 4 months' sight ..... 4.81  
On BOMBAY—Bank, T.T. .... 224  
On CALCUTTA—Bank, T.T. .... 224  
On SHANGHAI—Bank, T.T. .... 734  
Private, 30 days' sight ..... 742

## HONGKONG TEMPERATURE.

(TAKEN AT MESSRS. PALOONER AND CO.'S REGISTER, QUEEN'S-ROAD).

Hongkong, 22nd & 23rd November, 1881.  
BAROMETER—1 P.M. .... 30.150  
Do. 4 P.M. .... 30.154  
THERMOMETER—1 P.M. .... 60.  
Do. 4 P.M. .... 59.  
Do. 1 P.M. (Wet bulb) .... 59.  
Do. 4 P.M. Do. .... 58.  
BAROMETER—9 A.M. .... 30.220  
THERMOMETER—9 A.M. .... 60.  
Do. 9 A.M. (Wet Bulb) .... 59.  
Do. Maximum ..... 61.  
Do. Minimum (over night) 58.

## SHIPPING INTELLIGENCE.

## ARRIVALS.

Nov. 22, SOLWAY, British steamer, 510, Jarvis, Haiphong 19th Nov., General.—Vogel & Co.  
Nov. 23, VORONA, British steamer, 1,984, E. Ashdown, Bombay 5th Nov., Galle 10th Penang 15th, and Singapore 17th, Mails and General.—P. & O. S. N. Co.  
Nov. 23, OASSANDRA, German steamer, 1,097, Ahrons, Canton 22nd Nov.—Siemssen & Co.  
Nov. 23, RAJANATTIANUHAR, British str., 760, Hopkins, Bangkok 11th Nov., General.—Yuen Fat Hong.  
Nov. 23, DIAMANTA, British steamer, 514, R. F. Cullen, Amoy 22nd Nov., Tea.—Russell & Co.

## DEPARTURES.

Nov. 22, DHARWAR, British ship, for Calcutta.  
Nov. 22, BRECONSHIRE, British steamer, for London.  
Nov. 23, VORWAERTS, German steamer, for Hoilow.  
Nov. 23, DEVONSHIRE, British steamer, for San Francisco.  
Nov. 23, OATHERINA II., Russian steamer, for Amoy.

## PASSENGERS.

ARRIVED.  
Per Diamanta, steamer, from Amoy, 160 Chinese.  
Per Rajanattianuhar, steamer, from Bangkok, Miss McDonnell, and 45 Chinese.  
Per Verona, steamer, from Gravesend for Hongkong.—Mrs. Ritchie, Rev. Mr. and Mrs. McLeish, Rev. Mr. Riddell, Miss Mellis, Messrs. H. Marsh, St. G. Oloverley and son. From Venice.—Mr. A. W. Nesbet. From Bombay.—7 Chinese. From Penang.—3 Chinese. From Singapore.—93 Chinese. From Gravesend for Shanghai.—Mrs. Condey. From Gravesend for Yokohama.—Miss A. Hoay. From Brindisi for Yokohama.—Rev. Mr. and Mrs. Lindsay.  
DEPARTED.  
Per Vorwaerts, steamer, for Hoilow 12 Chinese.  
TO DEPART.  
Per Kiung-ohow, steamer, for Canton, 50 Chinese.  
Per Devonshire, steamer, for San Francisco, 407 Chinese.

## REPORTS.

The British steamer Diamanta, from Amoy, reports strong N.E. monsoon and hazy weather.  
The British steamer Rajanattianuhar reports:—Left Bangkok on Friday 11th inst. at 5 p.m. To Pulo Obi fine weather and easterly winds; from thence to Hongkong strong monsoon with high high sea and much fog. Ship slowed down a considerable part of the passage.

## MAILS.

The following mails will close:—

TO-DAY, 23rd November,—  
For Shanghai, per Peking, at 3.30 p.m.  
For Swatow, Amoy and Foochow, per Thales, at 5 p.m. For Chinkiang, per Cassandra, at 4.30 p.m.  
TO-MORROW, 24th November,—  
For Manila, per Diamanta, at 3.30 p.m.  
On FRIDAY, 25th November,—  
For Kobe and Yokohama, per Takasago Maru, at 3.30 p.m. For Shanghai, per Verona, at 7 a.m.  
On SATURDAY, 26th November,—  
For Amoy, per Esmeralda, at 11.30 a.m.  
On MONDAY, 28th November,—  
For the United Kingdom and Europe, via Brindisi, to the Straits Settlements, Batavia, Burmah, Ceylon, India, Aden, Egypt, Malta, Gibraltar, and Mauritius, per Thibet; printed matter at 2 p.m., letters at 3 p.m.

## MACLEWEN FRICKEL &amp; Co.

GENERAL STOREKEEPERS, &c.  
HAVE FOR SALE.

Groceries.  
Crosse & Blackwell's, Celebrated Household Stores.  
John Moir & Sons, Celebrated Household Stores.  
American Stores of all descriptions.  
Huntley & Palmer's BISCUITS & CAKES.  
BUTTER Danish & French, Philippe & Canaul's PATES &c.  
CHUTNIES & CURRY  
POWDER, TEYSSONEAU'S  
FRUITS in juice.  
COFFEE, SUGAR, &c., &c.  
Wines, Spirits, &c.  
OUTLER PALMER & Co.'s "OARTE BLANCHE," HEIDSIO & Co.'s MONOPOL, pts. and qts. ADOLPHE COLLIN'S BOUZY CABINET.  
MUMM'S (JULIUS) CHAMPAGNE pts. and qts.  
NEYEN'S (BODEN) BOUZY, pts. and qts.  
EXTRA SEC. quarts.  
Charles Heidsieck's WHITE SEAL, pts. and qts. VEUVE OLIVIER PONSARDIN, pts. and qts. Theophile Rosdeler & Co.'s VERZENAY MOUSSEUX, pts. and qts.  
Krug's CHAMPAGNE, pts. and qts.

OUTLER PALMER & Co.'s CHATEAU MOUTON, LORMONT, pints, and quarts.  
ARAUZAN (Chateau), pints and quarts.  
ERMITAGE LUDON, THIBIEUF (Chateau), pints and quarts.  
CHATEAU LAROSE (Cruceur & Adet's), pints and quarts.  
CHATEAU LAFFITE, pints and quarts.  
IRES GRAVES, pints and quarts.  
BREAKFAST CLARET, pints and quarts.  
OLD INVALID CLARET.  
St. JULIEN, &c., &c. Breakfast Claret.

Burgundy, Hock, Sherries, &c.  
Chambertin, Chablis (White), Liebfraunmilch, Hockheimer, Niersteiner, Steinberger Cabinet, Rudesheimer Berg, Konin Victoria Berg, Chateau Yquem, Grand Vin, Haut Sauterne Marsala, Saccione's Pale Dry White Seal Sherry, Yellow Seal Amontillado Sherry, Outler Palmer and Co.'s Sherry, Invalid Port (1848), Hunt's Port.

Brandy, Whisky, Liqueurs, &c.  
1, 2 and 3-star Hennessy's Brandy, La Grande Marque Brandy, Outler Palmer & Co.'s Brandy, Rouyer Guillet & Co.'s Brandy, 1 to 4 stars, Finest Old Bourbon Whisky, highly recommended, Kinahan's LL Irish Whisky, Jamieson's Irish Whisky, Royal Glendee Whisky, AVH Gin, Swaine Board & Co.'s Old Tom Gin, La Grande Chartreuse, Green and Yellow, Maraschino de Zara, Ouragoa, pints and quarts; Angostura, Boker's and Orange Bitters, &c., &c., &c.

BASS'S ALE, bottled by Cameron and Saunders, pints and quarts.  
GUINNESS'S STOUT, bottled by E & J. Burke, pints and quarts.  
PILSENER BEER, in quarts.  
DRAUGHT ALE and PORTER, by the Gallon.

Fine ALE, bottled by MacEwen, Frickel & Co. ALE and PORTER, in hogheads.

Erated Waters.  
SODA WATER, LEMONADE, TONIC WATER, SASSAPARILLA, &c., &c., &c.

The Finest Stocks of CIGARS, CAVITE CHEROOTS, PRINCESA CHEROOTS, PRINCESA CIGARS, AROCEROS, VEGUEROS, &c., &c.  
"PERFECTION" All Specially Selected.  
EMPRESS OF INDIA, and Best NAVY, STATIONERY, BOOKS &c.

"Franklin Square" Library, "Seaside" Library, Harper's Half-hour Series, French Novels, Medical Works, School Books.

Presentation Books. Works of reference &c. Stationery for Ladies and Office use. Direct from the manufacturers the best, and Cheapest in Hongkong. Special orders in this line executed on very moderate terms. Papers ruled to any pattern and stamped Plain, cameo or relief. Dies engraved to order. Office requisites of every description. Milner's Fire Proof Safes, Cash and Dead Boxes, Brushware. Cutlery, Crockery, and Glassware. Builder's Hardware material, Sporting Guns, Revolvers and Sporting ammunition. Sailmaking and Rigging promptly executed.



## TELEPHONE EXCHANGE.

**THE GREAT NORTHERN TELEGRAPH COMPANY** (amalgamated with the **ORIENTAL TELEPHONE COMPANY, Limited**, as regards Telephone Lines in Hongkong and China) with transfer of Alexander Graham Bell, Arnhold White, Frederic Gower, & Co., & Co.

## BELL AND EDISON'S SYSTEM.

Permission having been granted by the Government to establish a Telephone Exchange in Hongkong, the above Company hereby beg to invite Subscriptions from the Public.

Throughout Europe and America Telephone Exchanges have gained such a reputation by facilitating daily intercourse and by ensuring the safety of private and public property, that they may now be considered indispensable in all large Cities and Business Centres. Hongkong with its vast commercial transactions and valuable property, is essentially a place, where a well conducted Telephone Exchange will be of the greatest use, and in laying this Prospectus before the Public, the Company hopes that it may count upon the general support not only of the merchants and professional members of the Community, but also of the different Government Departments in order to render the service as efficient as possible.

The Exchange will be worked in the following way, viz.: a head Office will be established in the central part of the town provided with the best Telephone appliances according to the newest and most approved European and American inventions. Each subscriber will be supplied with a complete set of Instruments and will be put in direct communication with the central office by separate wires.

When wishing to use the Telephone, a Subscriber will only have to call the Central Station and give the name of the party, he wishes to speak with, the wires are then immediately switched together, and the two Subscribers will be in direct communication with each other. When they have finished, the Central Office is notified to that effect by a Bell Signal, the wires are then disconnected, and any other connection can be made if desired and so on. The dialogue between the subscribers is of course quite private and can only be heard by the two parties concerned. It should distinctly be understood, that the message are not spoken to the Central Office, and thence transmitted to the person to be communicated with, but the two wires are simply switched together, thus forming one continuous line, over which conversation can be carried with perfect ease and privacy.

The Central Office will, if practicable, be open to the general public so that any person can thence communicate with the Subscribers. For this service non-subscribers would have to pay a small fee according to the time they occupy the wire.

The Telephones used by the Company are the Combination Bell-Edison. These Instruments which are far superior to all other Telephones on account of their great distinctness of sound combined with easy management, have met with unrivalled success throughout the world, and are now also adopted by the British Government Departments in England and India.

The subscription fee will to some extent depend upon the number of subscribers, but the price will not exceed \$150 per annum for town subscribers. The following boundaries will be taken as terminating the town, viz.: West.—The Gas Works East.—Police Station No. 2. South.—Caine Road and Kennedy Road, etc. Subscribers outside these limits would have to pay a proportionally higher charge according to the length of wire required and the difficulties to be overcome in constructing and maintaining the line. The subscription will be binding for one year, payable quarterly in advance.

All maintenance expenses of Instruments and wires are included in the above price, and the subscribers will have nothing to pay beyond the fixed annual charge.

The Central Office will be under competent supervision, and an efficient staff of clerks will be in attendance during office hours.

The Company will also undertake to make private arrangements for persons wishing to be in direct communication with their offices, godowns, etc., and to take over the maintenance of such lines at reasonable charge.

In order to expedite the work, subscribers are requested to send in their names to the undersigned agent at an early date.

Should sufficient support not be received, the Company is not bound to establish the Exchange.

A. SUENSON,  
Superintendent.

Hongkong, November 11th 1881.

Hongkong,.....188.

To the Superintendent

Great Northern Telegraph Co.

Dear Sir,—

Kindly place.....name in the List of

Subscribers to the Telephone Exchange.

Yours faithfully,

Signature .....

Address .....

## TO LET.

**TWO ROOMS** suitable for an office in the premises No. 15, Wellington Street. Possession on 1st January, 1882.

Apply to **DE SOUZA & Co.**  
Hongkong, 14th Nov., 1881.

## TO LET.

**HOUSES** at SPRING GARDENS. Apply to **F. PEREIRA.**  
215, Wanchai Club.  
Hongkong, 7th September, 1881.

## FOR SALE CHEAP.

**A First Class PONY PHAETON** by Lenny of Croydon.  
Apply to **M. A.**

The "Hongkong Telegraph" office.  
Hongkong, 24th June, 1881.

## FOR SALE.

**AUSTRALIAN WINES, PORT AND SHERRY,** of the finest quality, from Coolatta Vineyard, Braxton, Hunter River, N.S.W.

Apply to **R. FRASER SMITH,**  
Club Chambers.

## JUST RECEIVED.

**A SELECTED ASSORTMENT** of MENU CARDS, SEAT CARDS, VISITING CARDS.

Apply to **DE SOUZA & Co.**

## NOTICE.

**BOOKBINDING AND RULING** IN ALL ITS BRANCHES EXECUTED AT VERY LOW RATES AT THE "HONGKONG TELEGRAPH" OFFICE.

Account Books ruled to any pattern. Music bound in Elegant Style with Best Materials.

"TELEGRAPH" OFFICE, HONGKONG.

**R. FRASER SMITH,**  
PUBLIC ACCOUNTANT,  
ARBITRATOR,  
AND  
COMMISSION AGENT.  
CLUB CHAMBERS, HONGKONG.

## FOR SALE.

**A TABLE** Showing the mean time of Rising and Setting of the Sun calculated for the Latitude of Hongkong or any other Latitude if required.

PRICE:—20 cents.  
**DE SOUZA & Co.**

## FOR SALE.

**ANGLO-CHINESE CALENDAR FOR 1881.**  
NEATLY PRINTED ON CARD BOARD.  
PRICE:—10 cents.  
**DE SOUZA & Co.**

## FOR SALE.

**WASHERMAN'S BOOKS,** for the use of Ladies and Gentlemen.—Price 50 cents.  
**DE SOUZA & Co.**  
Hongkong, 28th June, 1881.

## NEW DIRECTORY FOR THE FAR EAST.

A NEW DIRECTORY FOR CHINA, JAPAN, AND THE PHILIPPINES, FOR THE YEAR 1882,

WILL BE PUBLISHED,

PRICE TWO DOLLARS,

ENTITLED

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST."

THE above work will be published on the 1st of January next, at the office of this Paper, and will contain a Directory for the Ports in the large portion of Asia comprised between Penang, in the Straits Settlements, and the Northern Ports, including Formosa; the Treaty Ports of China and Japan; the Philippine Islands; the British Colony of Hongkong; and the Portuguese Colony of Macao. The work will also contain the Principal Treaties between European countries and the United States and the countries East of the Straits, together with conditions of Trade, and the Port, Customs, Consular and Harbour Regulations for the Ports of China and Japan; and a description of the Ports, with the latest Trade Statistics taken from the Reports of the Imperial Maritime Customs and other reliable sources.

The various Governments and Municipal Corporations will be applied to for information, and all Public Bodies and Companies, Bankers, Merchants, Consuls, and Professional and other Residents, will supply the necessary matter to ensure correctness upon forms sent for that purpose. The Naval and Military portions will be taken from the latest published official lists and revised at Head-quarters; in fact no pains will be spared to make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" a perfectly reliable *vaude mecum*.

It is intended to make this work a medium for Advertisers at a cheap rate, and the charge for Advertisements will be

\$10 per page in Hongkong, and \$12 at Outports.

The size of the Page will be SEVEN INCHES AND A HALF LONG by FOUR INCHES AND THREE-QUARTERS; this space will admit of a large quantity of matter and all Advertisements will be tastefully and prominently displayed. Blocks of any description will be inserted, but these must not exceed the above dimensions.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" will, in order that it may circulate extensively outside this Colony, be published at a POPULAR PRICE, and can be ordered at this Office or obtained from the Agents (list to be hereafter published) for

TWO DOLLARS.

There is not space in the compass of an ordinary advertisement to detail all the mass of information it is intended to introduce into the work, but it may be fairly asserted that no such Directory has ever been published, either in Hongkong, or any other part of the East, at the price.

"Telegraph" Office, Hongkong, October 1st, 1881.

## SHIPPING IN HONGKONG HARBOUR.

Exclusive of late arrivals and departures this morning.

In this table the anchorage of Hongkong Harbour is divided, for purposes of reference, into five sections:—NO. 1 extending from Green Island to the P. and O. Company's Wharf; NO. 2 from the P. and O. Company's Wharf to the Canton and Macao Steamboat Co.'s Wharf; NO. 3 from the Canton and Macao Steamboat Co.'s Wharf to the Government Wharf; NO. 4 from the Government Wharf to the Wanchai Pier; and NO. 5 from the Wanchai Pier to Kollert's Island.

Vessels.	Section.	Date of Arrival.	Captain.	Flag and Rig.	Tons.	Consignees.
Steamers.						
Atalanta	2	Nov. 20	Pfaffel	German	737	Siemssen & Co.
Bowen	3	Nov. 17	Darke	British	844	Gibb, Livingston & Co.
Brutus	3	Nov. 20	Voegel	German	460	Romedios & Co.
Cassandra	3	Nov. 23	Abrons	German	1097	Siemssen & Co.
Catherina	2	Nov. 10	Gollart	Russian	810	Arnhold, Karberg & Co.
Conquest	3	Sept. 28	Hamlin	British	318	Shun Hang Hong.
Decima	2	Nov. 17	Petersen	German	1151	Vogel & Co.
Fame	3	—	A. Stopani	British	117	H. K. & W. Dock Co.
Hongkong	1	Oct. 28	Kennett	British	67	K. Acheong & Sons.
Kiang-ping	3	Oct. 19	Holms	Chinese	392	C. M. S. N. Co.
Kwangtung	3	Nov. 22	M. Young	British	674	D. Lapraik & Co.
Pacific	3	Nov. 7	Sachse	German	69	Siemssen & Co.
Paladin	3	Nov. 19	Parker	British	897	Arnhold, Karberg & Co.
Peking	2	Nov. 22	Drowes	British	954	Siemssen & Co.
Pernambuco	3	Nov. 19	Hyde	British	643	Melchers & Co.
Rajasthanian	2	Nov. 23	Hopkins	British	760	Yuen Fat Hong.
Sea Gull	4	—	Hayden	American	48	China Traders Co.
Shun Tip	3	July 7	Man Fu	Annamese	93	Captain.
Solway	2	Nov. 22	Jarvis	British	510	Vogel & Co.
Takasago Maru	3	Nov. 21	C. Young	Japanese	1280	M. B. M. S. S. Co.
Thales	3	Nov. 20	Pocock	British	820	D. Lapraik & Co.
Verona	2	Nov. 23	E. Ashdown	British	1984	P. & O. S. N. Co.
Yangtze	*Sept.	30	Schultze	British	782	Siemssen & Co.
Yee-Tay	3	July 7	Lee Tung Tuk	Annamese	1200	Captain.
Yottung	3	Nov. 22	Goggin	British	280	K. Acheong & Sons.
Yung-ching	4	Nov. 22	Wallace	Chinese	761	C. M. S. N. Co.

\* Kowloon Dock. † Cosmopolitan Dock. ‡ Aberdeen Dock. \*\* Patent Slip.

## Sailing Vessels.

*Adele	4	Oct. 18	Logemann	Ger. bark	1132	Melchers & Co.
Agnes Muir	3	Oct. 31	J. Lowe	Brit. ship	901	Arnhold, Karberg & Co.
Alva	2	Aug. 14	L. de Souza	Port. ship	632	Brandao & Co.
Anna	3	Nov. 18	W. Jeffers	Ger. bark	447	Order.
Arab	3	Nov. 11	G. Moos	Ger. bark	541	Wieler & Co.
August Friedrich	3	Nov. 17	Y. Bruhn	Ger. bark	384	Siemssen & Co.
Begezin	2	Nov. 8	Andersen	Ger. bark	333	Captain.
Belle Morse	4	Nov. 17	Norton	Amr. ship	1307	Order.
B. H. Starcken	2	Oct. 18	J. Meyer	Ger. brig	235	Melchers & Co.
Blue Jacket	4	Nov. 21	Perovial	Amr. ship	1396	Ed. Schellhass & Co.
Channel Queen	2	Nov. 9	Lo Lachear	Brit. bark	609	Ed. Schellhass & Co.
Cuba	2	Nov. 15	Stabell	Brit. bark	320	Captain.
Daniel Barnes	3	July 22	J. G. Stover	Amr. ship	1485	Vogel & Co.
Edmond Phinney	5	Sept. 14	J. Berry	Amr. bark	751	Carlowitz & Co.
Elvira Dorale	1	Sept. 9	Pimentel	Hawai. sh.	1363	Captain.
Emma	3	Nov. 18	Michelson	Ger. bark	220	Ed. Schellhass & Co.
Erkonig	2	Nov. 9	A. Naursh	Ger. bark	456	Siemssen & Co.
Esmeralda	2	Nov. 7	H. Brock	Ger. bark	788	Siemssen & Co.
Ferdinand	2	Nov. 14	Westergaard	Ger. bark	416	Wieler & Co.
Florence Night'gal	2	Nov. 20	McIntyre	Brit. bark	464	Arnhold, Karberg & Co.
Fluellin	3	Nov. 21	Fearlett	Brit. bark	498	Chinese.
Francisco	1	Nov. 12	Buck	Ger. bark	368	Siemssen & Co.
Glanvey	2	Nov. 17	Thomson	Br.3-m.sch.	283	Chinese.
Gustav & Oscar	1	Sept. 16	Hartmann	Ger. ship	1352	Captain.
Haward	4	Oct. 28	Samuel Pray	Amr. bark	1035	Captain.
Hellion	5	Oct. 5	Howe	Amr. ship	1199	Captain.
Hermes	2	Nov. 16	Grube	Ger. bark	480	Melchers & Co.
Hilda Marian	2	Nov. 7	Johansen	Ger. bark	276	Wing How Tang.
Hindustan	**Sept.	10	Belyea	Brit. ship	1547	Captain.
Hiram Emery	4	Nov. 15	Wymar	Amr. bark	799	Order.
Hope	4	Oct. 7	Curty	Amr. ship	797	D. Lapraik & Co.
Humboldt	2	Nov. 20	Stoll	Ger. bark	329	Ed. Schellhass & Co.
Iceberg	4	Sept. 24	C. F. King	Amr. ship	1177	Siemssen & Co.
Jerfalcon	2	Nov. 13	Bentley	Br.3-m.sch.	287	Ed. Schellhass & Co.
John Potts	2	Nov. 14	Brown	Brit. bark	373	Ed. Schellhass & Co.
Kjoberhavn	2	Nov. 7	Magleby	Dan. bark	353	Wieler & Co.
Kolga	2	Nov. 9	Klaffel	Brit. bark	359	Chinese.
Laura	3	Nov. 18	Von Ehren	Ger. bark	332	Ed. Schellhass & Co.
Leonore	4	Nov. 18	Petersen	Amr. ship	1440	Captain.
Lochiel	2	Nov. 13	Ewan	Brit. ship	216	Siemssen & Co.
Lothair	2	Nov. 15	Boulton	Brit. ship	795	Arnhold, Karberg & Co.
Louis Eugene	2	Nov. 22	Menard	From bark	438	Captain.
Lucy	2	Oct. 30	Habekost	Brit. schr.	219	Chinese.
Manhem	3	Nov. 15	Jansson	Swed. schr.	463	Siemssen & Co.
Margrethe	3	Nov. 8	Tessen	Ger. bark	317	Wieler & Co.
Marie	3	Nov. 17	Ipland	Amr. bark	465	Captain.
McNear	4	Oct. 21	Taylor	Amr. ship	1265	Captain.
Minerva	3	Nov. 9	P. Duhme	Ger. brig	319	Melchers & Co.
Minna	2	Nov. 11	T. Dan	Ger. bark	467	Captain.
Morning Star	5	—	Michaelsen	Siam. bark	570	Chinese.
Mozart	2	Nov. 7	H. Storm	Ger. brig	234	Siemssen & Co.
Nautilus	2	Nov. 9	Stolp	Ger. bark	725	Siemssen & Co.
Orient	2	Nov. 16	Lem-normann	Ger. bark	461	Ed. Schellhass & Co.
Polham	2	Nov. 18	R. Downie	Brit. brig	254	Yee Cheong Tai.
Prudencia	2	Sept. 10	Dudrichsen	Ger. bark	864	Carlowitz & Co.
Pym	4	Nov. 18	Stapleton	Brit. bark	558	H. Masuda.
Queen of India	2	Nov. 12	Scott	Brit. bark	390	Chinese.
Rambler	4	Oct. 7	Watson	Amr. bark	1018	Arnhold, Karberg & Co.
Red Cross	4	Nov. 18	Howland	Amr. ship	1300	Order.
Richard Parsons	4	Nov. 17	Packard	Amr. bark	1160	Captain.
R. Robinson	5	Sept. 14	Smith	Amr. ship	1652	Jardine, Matheson & Co.
Roderick Hay	2	Nov. 14	Nicolson	Brit. bark	290	Order.
Samar	4	Nov. 15	O. Miller	Amr. ship	1110	Vogel & Co.
Spartan	**Nov.	15	Vincent	Amr. schr.	85	W. H. Ray.
Spirit of the Age	3	Nov. 17	Williams	Brit. bark	347	Chinese.
Sophie	2	Nov. 21	Bingo	Ger. brig	230	Wieler & Co.
Souvenir	**Oct.	16	Williams	Brit. bark	482	Captain.
Stonewall Jackson	4	Sept. 16	Swain	Amr. bark	1102	Russell & Co.
Syren	2	Oct. 5	Braun	Amr. ship	875	D. Lapraik & Co.
Ta Lee	2	Nov. 9	C. Stolp	Ger. bark	342	Siemssen & Co.
Twilight	5	Sept. 27	Westland	Amr. ship	1393	Arnhold, Karberg & Co.
Wm. Turner	3	Nov. 15	Vandervord	Brit. bark	681	Captain.

\* Cosmopolitan Dock. \*\* Kowloon Dock. † Aberdeen Dock. ‡ Patent Slip.